



Washington State  
Department of Transportation

# Aviation Division News

Third Quarter 2002

John Sibold, Aviation Division Director

Douglas B. MacDonald, Secretary of Transportation

## Air Pooling – The Wave of the Future?

### Aviation Division Duo Commute via Air

When Marilee Jensen, Aviation Division administrative assistant and pilot, found herself commuting from Bellingham to Arlington daily, the idea of a car pool with her boss and fellow pilot, Aviation Director John Sibold, who also lives in Bellingham, seemed like a great idea. Then the two of them had an even better idea. Whenever the weather permits, they “air pool” together in Jensen’s Cessna 172.

“I have loved flying since I was little,” said Jensen, who was a commercial flight attendant for several years after college. She was also a flight attendant for Wicks Corporation for a while. “That was fun, but it was not nearly as much fun as flying yourself.”

“I use to go flying with my husband, but didn’t fly the plane. Mostly I sat and watched. Although it was enjoy-

able it was nothing like the excitement I got the first time I actually flew a plane.”

“I was having a very bad day and John, who at the time was my supervisor at the Port of Bellingham, took me up in his float-plane. I really got bit by the flying bug that day.”

Jensen got her pilot’s license three years ago and then her husband, who is a corporate pilot, bought her the 172.

“It was very frustrating,” Jensen said. “The plane needed a new interior and annual so it was several months before I could fly it.” Since then, Jensen flies whenever she gets the chance.

When Sibold came to the Aviation Division, Jensen soon followed. And now, whenever the weather permits, the two of them “air pool” from

Bellingham. The trip takes about 20 minutes versus the 45 minutes to drive and, as Jensen says, “It is so beautiful, it makes commuting really enjoyable.”

Is this the way future

commuters will get to work? It’s hard to say, but for Jensen and Sibold it certainly is their favorite way to “drive” to work.



Air Poolers – John Sibold and Marilee Jensen

### What’s Inside

John’s Column: Security Task Force Approved . . . . .	2
Comment From the Editor . . . . .	2
Pilot and Aircraft Registration . . . . .	2
Aviation Division’s New Home . . . . .	3
Aviation Alliance . . . . .	3

Airport Aid Grant Awards for 2001-2003 Biennium . . . . .	4
Wenatchee’s Pangborn Airport . . . . .	4
Airport Grant Aid program Update . . . . .	5
2002 Mountain Flying Clinic . . . . .	5
Airport System Plan . . . . .	5

Air Search and Rescue . . . . .	7
Flight Across America Event Honors the Memory of 9/11 . . . . .	6
WSDOT Grieves Employee Death . . . . .	6
Work Zone Survival Tips for the Motorist . . . . .	7
Arlington Fly-In . . . . .	8

# John's Column: Security Task Force Approved

by John Sibold, Aviation Director

The Transportation Commission has approved my request to form a task force to develop best security practices for general aviation airports in Washington State.

Since 9/11, security has become a major concern for all airports and the Transportation Security Agency (TSA) is currently working to implement stronger security measures at commercial



John Sibold, Aviation Director

airports. Eventually, the government will begin looking at general aviation airports and we feel it is imperative that we have policies and practices in place that can be used as a model by TSA to help

in future security decisions for Washington's general aviation airports.

The task force will consist of pilots, general aviation associations, airport sponsors, and other governmental agencies. It is important to have input from those in the aviation industry who understand the overall issues of both aviation and security. We want to establish realistic provisions that reflect the perceived local threat and vigilant practices are key to preserving and improving our general aviation system. I will keep you informed on the work of the task force.

## Comment From the Editor

by Debby Coyne, Educational Outreach Coordinator

I would like to take this opportunity to introduce myself and to ask for your assistance. My name is Debby Coyne and I am the new editor of *Aviation Division News*. I firmly believe in the value and importance of newsletters and other forms of communication (i.e., the web site, monthly update) to provide information to you the reader. I also believe communications are vastly improved when both the reader and the writer are interchangeable. What I envision is that *Aviation Division News* will provide a vehicle for the Aviation Division to get you information you need. I would also like it to be a vehicle that you can use to inform others about things that might be of interest to them.

I would love to hear from you. What do you like about *Aviation Division News*, and what changes you would like to see? If you are interested in contributing an article, news about your organization or upcoming events, questions, or just general information that you think others would find of interest, I urge you to let me know. Please understand that we may not be able to use all your valuable suggestions, but we will try to incorporate as much as we can into this publication.

I can be reached by telephone at (360) 651-6312 or 1 (800) 552-0666 or e-mail me at: coyne@wsdot.wa.gov.

## Pilot and Aircraft Registration

by Nisha Hanchinamani, Registration Program Manager

With only 8,900 of Washington's 24,000 Federal Aviation Administration registered pilots currently registered with WSDOT, the Aviation Division has begun several new educational programs to increase pilot awareness of the registration program.

Pilots that pay an annual \$8 year fee to register with WSDOT receive a copy of the *Pilots Guide to Washington Airports* detailing general airport information (navigation information, aerial photographs of 129 airports, airport radio frequencies, type of fuel, and services available), and this quarterly newsletter. In addition, the fees help pay for the state's air search and rescue operations and the seminars and clinics offered to help pilots fly better and safer.

The Aviation Division is working on a program to make online registration available and recently hired an education outreach coordinator to help improve communications to pilots about the advantages of registration

and to remind them that registration with WSDOT is required in this state.

"We know pilots appreciate the WSDOT Search and Rescue program as well as the educational venues we offer each year. Both efforts are funded directly through the pilot registration program. We are committed to improving our outreach and service and anticipate more pilots will register as information is broadly available," said Nisha Hanchinamani, WSDOT Registration Manager.



Nisha Hanchinamani  
Registration Program Manager

Aircraft registration is also low with only 4,582 aircraft of the 10,000 aircraft in WA registered. Aircraft registration based on an airplane excise tax, costs aircraft owners approximately \$43 a year. Funds generated go toward maintaining and improving airports throughout Washington.

In 2001, \$70,000 of pilot registration fees were collected to fund Air Search and Rescue Program and education, and \$60,000 in aircraft registration fees funded aviation grants.

# Aviation Division's New Home

There have been several changes since the last edition of our quarterly newsletter. The Aviation Division's home is now in Arlington, Washington. With the Boeing lease due to expire, the Division took the opportunity to move to Arlington, which is closer to Washington's growing general aviation activities. The other bonus is that real estate prices are more economical in Arlington.

The new Division office is just one mile west of the Arlington Municipal Airport, which is one of the most critical general aviation airports in the state.

And, Snohomish County is home to the greatest number of aircraft in the state according to the Puget Sound Regional Council, a trend projected to continue through 2020.

"The idea to move aviation to a more rural setting is so very appropriate and begins to better connect aviation with the rest of the State," said the chair of the Senate Transportation Committee, Sen. Mary Margaret Haugen.



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## Aviation Alliance

by John Sibold, Aviation Director

An Aviation Alliance Committee under my leadership has also been formed. Comprised of state aviation leaders, the purpose of the Alliance is to solicit input from interested parties on the important issues facing aviation in Washington State. Representatives included Civil Air Patrol, Washington Pilots Association, Kenmore Air Harbor, National Business Aircraft Association, Women in Aviation, Washington Airport Managers Association, FAA, Washington Public Ports, Community Airports Association, and Experimental Airport Association.

At the most recent meeting, the Alliance discussed ideas on ways to improve communications, pilot education, airport aid funding and the

state's airports. Input from this meeting has been used to assist in the draft of the Division's Business plan that will be reviewed in the September Meeting of the Aviation Alliance.

As a result recommendations from a recent study of the Aviation Division by the Joint Legislative Audit Committee, WSDOT may be recommending to the Transportation Commission in September to formalize the Aviation Alliance into a permanent Aviation Advisory Committee.

In addition, the Aviation Division continues to look for opportunities to receive input directly from our customers on the level of service being provided by the Division.

As one measurement tool, the Division has begun work on an annual Customer Survey to measure satisfaction with State grant programs that provide money to local airports. Local highway and rail programs will also use this survey. The results of the survey will be available to the public at the end of the year and will be used to measure improvements in performance in future years.

For additional information on the Airport Alliance, please contact John Sibold, WSDOT Aviation Division Director, at (360) 651-6301 or siboldj@wsdot.wa.gov or visit our web site at [www.wsdot.wa.gov/aviation](http://www.wsdot.wa.gov/aviation)

## Airport Aid Grant Awards for 2001-2003 Biennium

Bowers Field	FAA match funds – Taxiway improvement and wildlife fencing	\$64,680
Chehalis/Centralia	Runway Marking	\$ 2,300
Darrington	Seal coat apron and mark the runway	\$ 8,100
Davenport	Air 21 match paving of transient aircraft parking	\$20,000
Deer Park	Runway lighting controller	(valued @ \$ 3,800)
Desert Aire	Weed control	\$ 433
Kelso	Match for FAA grant – slurry seal runway taxiway and apron; overlay east area hangar area apron	\$30,300
Lake Chelan	New taxiway construction	\$39,510
Lewis County (Packwood)	Replace runway light electrical system and runway crack sealing	\$26,180
Lopez Island	FAA match funds/rehab runway/pave projects	\$44,315
Okanogan	Seal coat apron and mark the runway	\$ 5,000
Morton	Runway marking	\$ 1,500
Moses Lake	Slurry seal/markings of paved areas	\$20,000
Port Townsend	FAA match funds and seal coat/mark runway	\$35,000
Quincy	Weed control	\$ 4,000
Rosalia	Weed control and mowing	\$ 2,750
Skagit Regional	Grant increase for runway lighting package	\$ 5,015
Tacoma Narrows	FAA match funds – environmental assessment for runway safety area	\$17,000
Vashon	Obstruction removal and runway maintenance	\$ 9,500
Willapa Harbor	Slurry seal the runway	\$ 6,000

## Wenatchee's Pangborn Airport

The Aviation Division has been working with the FAA and the Ports of Chelan and Douglas Counties to secure funding for an all-weather instrument approach to Pangborn Memorial Airport. This change would allow commercial carriers to be less dependent on weather conditions to access Pangborn, allowing for more reliable commercial air service.

Senator Patty Murray announced on August 12 the inclusion of \$1.5 million for the system in the 2003 Senate Appropriations bill.

The situation at Pangborn became critical when the FAA began phasing out the system currently used at the airport since 1996 for instrument landings. At the same time, Horizon Air, the only commercial carrier flying into Wenatchee, began the process of equipping all its airplanes with new ILSs that are not compatible at Pangborn. This has created an extremely difficult situation for Horizon to land at Pangborn especially in winter conditions. This past winter over 55 flights were cancelled. An ILS in Wenatchee will offer greater approach opportunities to commercial and general aviation customers.

The Washington State Transportation Commission recognized the importance of access to markets and the need to remove weather related barriers, where possible. They adopted Resolution 633 calling for the WSDOT to advocate and facilitate the removal of weather-related barriers into commercial air service markets. With the new Commission direction, the Aviation Division accepted a FAA grant look a ways to improve air service opportunities at unserved and underserved markets. The goal is to improve the economic health of Washington, particularly in the rural areas.



# Airport Grant Aid Program Update

by Stan Allison, Aviation Operations Manager

## Task Force Formed

The Airport Aid Grant Program task force has been formed to make recommendations on how to improve the Aviation Division's Airport Aid Grant Program. The task force includes 15 airport managers and pilots who represent airports and users throughout the state of Washington.

The Advisory Task Force has been asked to advise the Aviation Division on several issues including:

- What types of uses are best funded by the Grant Program given the

disparity between the amounts of need identified in the State airport System Plan compared to the amount of money available for grant funding.

- How should the State Airport Aid Grant Program relate to FAA requirements?
- What criteria should be used for determining eligibility for the State Airport Aid Grants?
- How should the eligible projects be prioritized?

- How should the matching fund requirements be established?

The Task Force will meet several times in the next few months and its recommendations will be used to help establish final guidelines for Air Grants effective with the 2003-2005 biennium Grant Program.

For more information on the Airport Aid Grants Program or the Advisory Task Force, please contact: Stanley Allison, WSDOT Aviation Division Aviation Operations Manager at (360) 651-6304 or [allisos@wsdot.wa.gov](mailto:allisos@wsdot.wa.gov).

## 2002 Mountain Flying Clinic

This year's Mountain Flying Clinic was held on the weekend of September 7th and 8th. This free clinic is an opportunity for pilots who are registered with the Aviation Division to learn and practice the proper techniques for flying through the northwest's mountain regions

The two-day event included other safety seminars on survival training, flying companions, and back country flying. These seminars do not require registration and were open to the public at no charge. Members of WSDOT's Aviation Division, the Federal Aviation Administration's (FAA) Spokane Flight Standards Office, and Wings of Wenatchee, a fixed based operator at Pangborn Memorial, conducted the classes.

The Mountain Flying clinic requires each pilot to attend a two-hour safety briefing to qualify for the practical flying with a mentor pilot. The mentor pilots, who are all search and rescue volunteers, fly with each clinic participant on designated routes. This year all routes started and ended at Pangborn Field.

According to clinic coordinator Karl Moore of the Aviation Division, 107 pilots signed up to participate in this year's clinic. The Aviation Division will begin registration for next year's clinic in January 2003.

## Airport System Plan

by Theresa Smith, Manager, Aviation Services

The Washington State Department of Transportation Aviation Division has been conducting continuous airport system planning for the State's 129 public-use airport facilities since 1987. The Airport System Plan is the data collection portion of aviation planning that helps to identify the physical facility needs for the State's system of airports. The Aviation System Plan's primary function is to aid funding decisions through the Local Airport Aid Program and the Airport Improvement Program.

As part of the 2002 System Plan update, W&H Pacific is collecting field survey information utilizing Global Positioning System technology. This new data will be collected, calculated, and tabulated for each of approximately 93 general aviation airports to be visited. This will provide the state and airport sponsors accurate runway end coordinates, runway lengths, runway bearings, and locations and elevations of controlling obstructions. This level of accuracy will help correct some runway coordinates that are hundreds of feet off, and will better help protect airports from obstructions. It will also facilitate initial FAA arrangements for new GPS approaches.

## Flight Across America Event Honors the Memory of 9/11

Transportation Secretary Doug MacDonald and John Sibold, Aviation Division director, were both on hand for the kick off of the Flight Across America event held on August 11 at Paine Field. Secretary MacDonald presented Flight Across America creator Molly Peebles the Governor's proclamation and a Washington State flag.

Flight of America is a program initiated by Ms. Peebles, a Washington State pilot, to honor the memory of those killed in the 9/11 terrorist attacks and to celebrate the spirit and freedom of aviation. The goal is for at least one plane to land and take-off from every public-use airport in the country in the next month. Representatives from each of the fifty U.S. states will then fly an official state flag to New York to present the flags to the city of New York on September 11, 2002.

Washington pilot, Kirk Kleinholz, has been selected to carry the flag to New York City to be presented as



*Kirk Kleinholz and his flying partner Rusty Eddy hold the Washington State flag.*

an expression of Washington State's reverence for those who affected by the 9/11 terrorist attacks.

Following Sunday's event, Peebles departed on a 32-day journey across the country to celebrate and promote

the freedom of flight. Along with fellow pilot Charles Oppermann of Woodinville, they will take off with dozens of aircraft with the goal of reaching each public airport in Washington State, thus beginning the month-long web of flights to link airports across the country.

Erik Lindbergh, grandson of Charles Lindbergh, was the featured speaker at the event. Other speakers included Congressman Rick Larsen, Secretary MacDonald, and radio station KZOK's Bob Rivers

Congressman Larsen flew with Director Sibold to the event. The State DOT airplane was the lead plane to take off plane at the end of the event. Over 200 people attended the event and some 24 airplanes participated. The event also included a pancake breakfast by the Firefighters, a parachute and skydiving show.

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## WSDOT Grieves Employee Death, Reminds Motorists to Drive Safely through Work Zones

The Washington State Department of Transportation family lost one of its own on August 12 in a work zone accident on State Route 18 in Covington.

"This is a dark day for our department," WSDOT Northwest Regional Administrator Lorena Eng said. "Our hearts go out to the family and our fellow co-workers. Our workers put their lives on the line every day for the people of Washington

and an employee death goes to the heart of what we do."



*Jake Baardson*

Jake Baardson, a WSDOT employee in the Enumclaw maintenance facility, was killed by a motorist on SR 18. Jake was on the shoulder

loading equipment onto a trailer when the vehicle veered off the road and struck him.

Jake was a career-long WSDOT employee of Maintenance Area 4, starting his employment in 1978. Jake was well liked and respected, there are many co-workers who considered Jake a genuine friend. He is survived by his mother and two adult daughters.

# Work Zone Survival Tips for the Motorist

Work zone safety is perhaps more important for motorists. The August 12th incident was the third employee death in a work zone in nine years for WSDOT.

Slow down, pay attention, and stay calm. Work zones aren't there to personally inconvenience you. They're there to improve the roads for everyone.

Merge as soon as possible. Motorists can help maintain traffic flow and posted speeds by moving to the appropriate lane at first notice of an approaching work zone.

Watch your surroundings. Work zones aren't the place to use cellular phones, change a CD, or fill out paperwork.

Leave braking room between you and the car in front of you.

Expect delays – plan for them and leave early to reach your destination on time or take an alternate route.

Some work zones – like line painting and road patching – are mobile. Just because you don't see the workers immediately after you see the warning signs, doesn't mean they're not out there. Observe the posted signs until you see the one that says "END ROAD WORK."



## Air Search and Rescue

By Karl Moore, Air SAR Coordinator - Washington

In the months after the events of last September, the number of false ELT alarms and overdue aircraft searches saw a dramatic decrease. Partially due to imposed flight restrictions, but mostly due to pilot awareness. However during this past few months there has been a severe trend reversal to the negative side. More and more pilots are forgetting to close flight plans, and many are not monitoring the ELT frequency (121.5) as the FAA had requested in last year's TFR NOTAMs. If you fly it is essential to monitor 121.5, if you have the extra radio available. If you can't spare a radio for monitoring, then at least tune in the frequency periodically to see why that F15 Eagle off your wing is waving at you. Checking the frequency after each flight will also let you know if your ELT was not impressed with your landing skills. If you hear an ELT signal while flying, please radio your location and altitude to the nearest FAA facility (they know what to do with the info).

The other problem is not closing "flight plans." If the flight was to

terminate at a public airport during business hours it doesn't take long for the FAA to call the FBO and have them do a ramp check. But life is not that simple. Most of these scenarios include night or weekend flights to small secluded fields that don't have a person available to answer the phone after-hours. In this case the FAA has to have local law enforce hunt you down, and they don't like that.

This first step in finding a pilot who hasn't closed their flight plan is to conduct an INREQ (information request), which involves calling the destination, departure point, and your home. The INREQ takes less than two hours. The next step up is the ALNOT (alert notification); it takes forever because they have to query every facility within your fuel range. If you were in a Cessna 172, that could be a radius of 650 miles. That radius includes eight western states, three Canadian Provinces, and part of Alaska. This is also when I get involved: I start to pre-flight the SAR system by gathering as much info about the pilot and plane as possible, and ask crews to standby.



Usually this is in the middle of the night, or on a holiday, or at some other inconvenient time.

As I said above, the number of occurrences is on the raise again, and it is such a simple thing to avoid. I would also remind everyone that when you tell the controller that you are terminating flight following, or terminating radar services, this does NOT mean you have closed your flight plan. This may be due to a lack of proper flight training, or lack of understanding, but your flight plan is not closed until you say the right words to the right person.

Let me close by repeating the obvious – Check 121.5 and Close your Flight Plans.

# Arlington Fly-In

by John Sibold, Aviation Director

This year's Arlington Fly-In, known officially as the NW Experimental Aircraft Association Fly-in, attracted over 1,200 pilots, 52,000 visitors and 1,269 aircraft over the five-day event held in July. In its 31st year, the event is the 3rd largest aviation fly-in in the United States and features everything from historic warbirds to the latest in ultra light technology and home-builts. Entertainment also included hot air balloon rallies, airplane rides, children's activities and displays.

The WSDOT Aviation Division set up a booth at the fly-in to offer information about WSDOT and the Aviation Division. On Saturday, Transportation Secretary Doug MacDonald attended the event and spent several hours walking around talking to pilots and other participants.

According to Barbara Tolbert, executive director of NW EAA, the event also attracted 1,363 campers, carried out 379 Young Eagle flights, and over 202 aircraft cleared US Customs at the airport. In addition, the fly-in offered 125 educational forums, 140 vendors and was successful due largely to the 599 volunteers who helped make it happen.

New to this year's event was an appearance by the Fraser Blues formation demonstration team from Canada, featuring a former Canadian Forces Snowbirds Lead Pilot and six vintage L-17 Navion aircraft from the 1940s.

"It was a wonderful and completely safe event," added Ms. Tolbert. "And the weather was great. We are looking

forward to next years' Centennial event, celebrating the 100th years of power flying."



*Sporting their green WSDOT-logo shirts, Doug and four Aviation Division staffers pause for a photo op. Standing in WSDOT's booth are: (left-right) John Shambaugh, Marilee Jensen, Doug, Theresa Smith and Stan Allison.*

